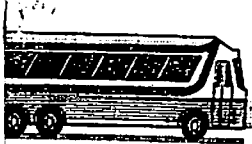


File #

# Line alternatives offer choice of bus, boat, rail — and cost

The MBTA studied nine ways to provide public transportation in the towns along the Greenbush corridor from Braintree to Scituate. Here are those options, and the estimated costs for construction, equipment and annual operating.

**status quo:** This assumes the MBTA continues existing bus and commuter boat system with only minor improvements between now and 2010.  
Construction/equipment cost: \$0  
Annual operating/maintenance cost: \$4,594,000



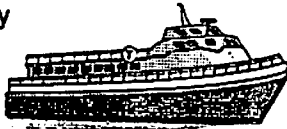
● **Expanded bus service:** Three new park and ride lots in Cohasset and Scituate and beefed up service on two existing bus routes.  
Construction/ equipment

cost: \$7,412,000  
Annual operating/maintenance cost: \$5,083,000

● **Expanded commuter boat service from Hingham:** Five new commuter boats from Hingham Shipyard to Rowe's Wharf in Boston, additional service midday and weekends.

Construction/  
equipment cost:  
\$22,193,000

Annual operating/  
maintenance cost: \$5,725,000



● **Expanded commuter boat service from Hingham and Hull:** New terminal built in Hull, three boats added in Hingham and three in Hull.

Construction/equipment cost: \$34,884,000  
Annual operating/maintenance cost: \$6,545,000

● **Commuter rail at-grade:** This is the option the

MBTA concluded was most cost effective. It calls for rebuilding tracks at ground level from Braintree to Scituate and 44 grade crossings.

Construction/equipment cost: \$214,904,000

Annual operating/maintenance cost: \$9,215,000

● **Commuter rail with a 3,600-foot cut-and-cover tunnel:** Trench dug from the intersection of Fort Hill and West streets to Water Street, then covered with concrete and dirt. It eliminates five grade crossings in Hingham's historic district.

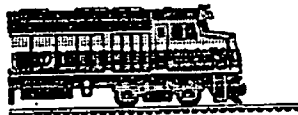
Construction/equipment cost: \$309,526,000

Annual operating/maintenance cost: \$9,311,000

● **Commuter rail with a 1.5-mile cut-and-cover tunnel:** Would run from New Bridge Street; near the intersection of Fort Hill Street, to Water Street and eliminate six grade crossings.

Construction/equipment cost: \$349,942,000

Annual operating/  
maintenance cost: \$9,367,000



● **Commuter rail with 1.75-mile cut-and-cover tunnel:** Would run from Fort Hill Cemetery to Barnes Road, eliminating all eight grade crossings in the historic district.

Construction/equipment cost: \$373,106,000

Annual operating/maintenance cost: \$9,408,000

● **Commuter rail with a 2-mile-long deep-bore tunnel:** Dug far underground, it would move the railroad south of the historic district.

Construction/equipment cost: \$429,664,000

Annual operating/maintenance cost: \$9,448,000

**Note:** The operating and maintenance figures for the eight bus, boat and commuter rail options also include the \$4,594,000 annual cost of continuing other existing public transit services. Operating and maintenance cost figures are in 1993 dollars, have not been adjusted for inflation and exclude debt service.